

# LUMMI NATION AWARENESS PROJECT

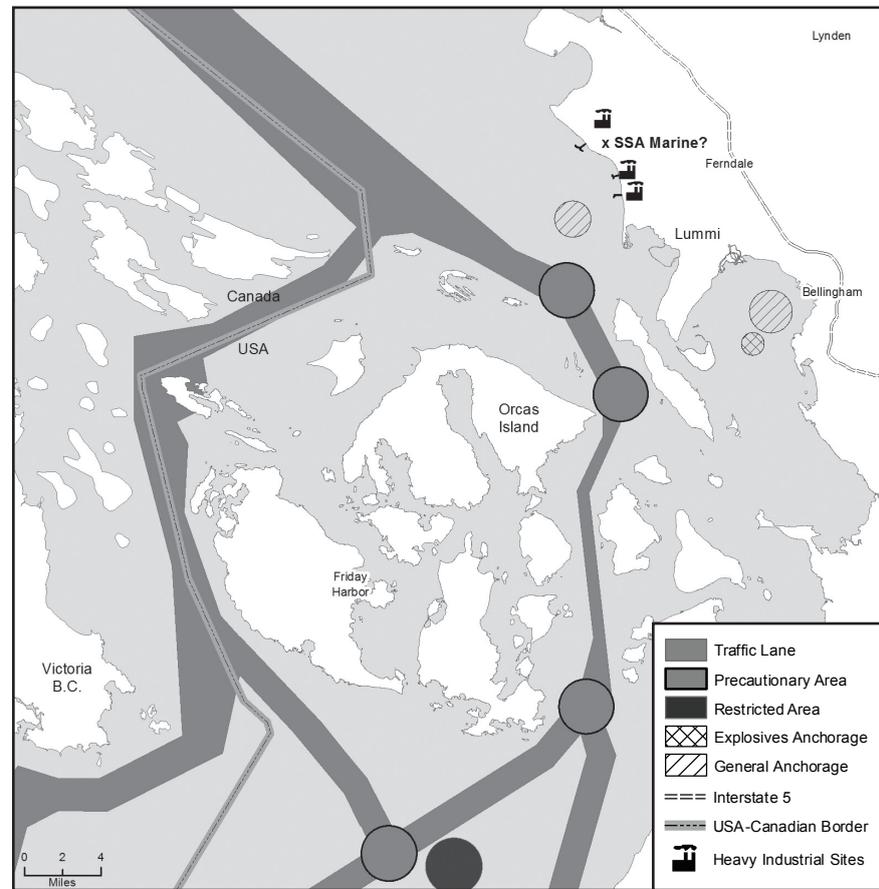
ON  
PACIFIC INTERNATIONAL TERMINAL

## THE VESSEL TRAFFIC AND RISK ASSESSMENT STUDY TO INCLUDE LUMMI INTERESTS

If the proposed Gateway Pacific Terminal is built at Cherry Point, there will be impacts on vessel traffic in the marine waters of the region. While considerable public attention has focused on the pressures of more railroad traffic, the Lummi Nation is also focused on how the terminal operations would increase ship and tug traffic and how these increases may impact the Lummi fishing fleet.

Since time immemorial, the Lummi have fished in the waters of Puget Sound. Because increases in vessel traffic would likely impact the ability to exercise treaty reserved fishing rights to the fullest extent possible, it is important for the Lummi Nation to carefully analyze the potential impacts of more industry related vessel traffic.

The permitting agencies are analyzing the potential impacts of increased vessel traffic through a vessel traffic study. The Vessel Traffic and Risk Assessment Study will examine the potential impacts resulting from increased vessel (e.g., ship and tug boat) traffic if the proposed bulk goods export terminal is developed.



Maritime Shipping Lanes, Anchorages, and Restricted Areas of the Strait of Georgia and the San Juan Islands



### THE CHERRY POINT TEAM WORKED WITH ECOLOGY AND SSA MARINE TO EXPAND THE STUDY IN THE FOLLOWING WAYS:

- The study must consider the Lummi fishing fleet (fishing skiffs, purse seiners and gill netters) in addition to ships, tugboats, and barges associated with other industries along Cherry Point and vessels from the Port of Vancouver (British Columbia).
- The study must evaluate the impacts of Gateway Pacific Terminal bound vessel traffic on the tribal fishing fleet including gear loss, associated Homeland Security exclusion zones, and interference with fishing.
- The study must address the impact of vessels bound for the terminal on traditional cultural properties and underwater archaeology.
- The study must evaluate the increased use of designated ship and tug anchorage areas and the associated impact on the ability to exercise treaty fishing rights.
- The study must report on the adequacy of ballast water management plans and include an assessment of compliance with current and anticipated state and federal regulations.
- The final report must include a section explicitly addressing vessel traffic impacts on Lummi treaty rights to fish throughout Lummi Nation's usual and accustomed grounds and stations.

## WHAT A VESSEL TRAFFIC STUDY WILL SHOW

Vessel traffic studies are common when an industrial shipper is making development plans. At the beginning of the process for the proposed Cherry Point project, the outline for the vessel traffic study was lacking a core consideration: the impact of increased vessel traffic on the Lummi treaty fishing fleet.

The Cherry Point Team insisted, and the other parties agreed, that the study must address issues that are critically important to the Lummi Nation and its members. As a result of the Team's work, the vessel traffic study will evaluate how increases in regional and local ship and tug traffic from the proposed Gateway Pacific Terminal will change the existing risks of collisions, spills and interference with tribal fishing.

- At the regional level, the study will evaluate how risks of collision and impacts to tribal fishing activities will increase within the shipping lanes designated by the United States Coast Guard. The shipping lanes are where the big ships for the terminal will travel most frequently.
- At the local level, the study will evaluate how risks of collision and impacts to tribal fishing activities will increase in the area between the designated shipping lanes and the Gateway Pacific Terminal.
- At the local level, the study will evaluate how the risks of collision and the impact on the Lummi fishers' ability to fish will be increased within designated anchorages for the ships and the terminal's tugs, and between Bellingham and the terminal site as tugs transit to assist in maneuvering and mooring of the cape-sized shipping vessels.

## THE PARTIES INVOLVED IN THE VESSEL TRAFFIC STUDY AND THEIR RESPECTIVE ROLES INCLUDE:

- Washington Department of Ecology (Ecology): directing the study.
- Lummi Nation Cherry Point Team: reviewed consultants' draft scope of work, added issues to the scope related to impacts on treaty fishing.
- The Glostsen Associates, Inc. of Seattle: conducting the vessel traffic study. (The Cherry Point Team has made it clear that The Glostsen Associates staff must become knowledgeable about Lummi treaty fishing rights.)
- Ecology, SSA Marine, Whatcom County and several environmental groups: ensuring the terms of a 1999 settlement agreement among themselves are met through this effort.

The Lummi Nation Cherry Point Team has budgeted \$140,000 to hire its own contractor to review Glostsen's methodology, assumptions, and results and to provide the Lummi Nation with a third party in-depth and independent evaluation of the study conclusions.



VESSEL TRAFFIC



CULTURE



FISHERIES IMPACT



HEALTH



JOBS



LAND IMPACT



TRAIN TRAFFIC



CLIMATE CHANGE